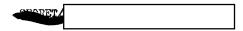
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		INFO	RMATION REPORT	CD NO.	25X1
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	SUBJECT	Soviet Aircraft Presen	rvation Methods	NO. OF PAGES 3	
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	DATE OF INFO.		English was been seen to be	SUPPLEMENT TO REPORT NO.	25X1
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25.74	1.	located near sirfields 37-57E), for instance, covered only with tarp probably aircraft repl during the summer mont it appeared that aircrade at Plant No. 301 fusels ges, which were in wooden crates, were fuselages and crated when you are vologda, on the Ukiev and other places, appear to have been sp	enerally stored at military depose. At Military Depot No. 14 in a substitution and a substitution of a bout 100 to 150 new aircraft caulins were parked at the air lacements, which were parked in the from work occasionally obtain the from work occasionally obtain the first and arrived at the definition of the first and arrived and read of the first and arrived line, near State of the fuselages and wings seem pecially preserved. Only the presence. These observations results are substituted as a substitution of the first arrived at the first arrived and the first arrived at the first arriv	a Balashikha (55-49N, 5, single-seater fighters, field. These were a the open at least served on these planes, pot. Observations ons indicate that her assemblies, packed haded with unpacked in the USSR, for example heratov, Kuibyshev, a in warehouses did not haper-wrapped connecting fer to conventional	25X1
25X1		situation in the USSR, it is highly improbable that operations of that type should have been executed there.			
	2.	It is believed that only a relatively small number of aircraft is being stored indoors since storage facilities available appear to be limited. No details are available concerning heating and ventilation facilities at these warehouses, which are mostly one-story brick structures.			
	3. ·	Storage and shipping procedures followed for jet aircraft differ from those observed for conventional aircraft. A crate is manufactured for each plane at the manufacturing plant. This crate is lined with an impregnated insulating material known as tarred cardboard. After being partly disassembled, the jet planes are packed, not all of them being test flown. Reports received on the Tbilisi aircraft plant contain the following data on the shipping of Yak-15s: The disassembly team for each plane consists of eight to ten men. Disassembling takes four to five hours and packing about four hours. Aircraft weapons and radio sets are packed in special			
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	boxes which are shipped in the cratos. It was not observed that the air-craft sent in this way were specially preserved, but the movable rods were fastened by wire or leather straps and the connecting points were greased and wrapped.	
	MIG-15 type planes are packed in a similar way. The unleading process and assembly of these aircraft have been repeatedly observed in the Soviet Zone of Germany. A team of twelve men was assigned to the assembly of one MIG-15 plane, including its removal from the crate. The assembly work was performed by means of mobile cranes which lifted the fuselages. The wings and tail assemblies were removed from the crates and then placed on wooden supports ment to the fuselage. In order to give better access to the jet engines, their cowlings were removed. The fuel tanks of a plane assembled in such a way were filled in the late afternoon, an observation which indicates that the assembly of one MIG-15 plane by a twelve man crew took about one day. However, at least one more day must be added for the installation of the aircraft armament and the ratio set, including operational tests, the installation of the jet engine, and the required test flight. From observation of these activities it was inferred that extensive work for the removal of protective greases, etc., is not required and that the crates used for the shipping of aircraft are believed to provide adequate protection against rust and corrosion.	
ra	More details are known concerning the shipping of the RD-45 jet engine, the Soviet version of the Neme power plant. These engines are shipped in solid crates lined with insulating material. the aircraft were preservation period of two years. The date of preservation and a two-year preservation period were particularly stated on tags attached to RD-45 type engines stored at the Straubberg hir Force Depot. the jet engines and the stated date of preservation that the preserving is done at the manufacturing plant prior to the crating of the engines. Actor engines are also delivered in a preserved state to the air force depots. 1-11 engines stored in Strausberg carried the inscription "Re-preserved by application of M-58 type grease for the duration of six nonthe".	25X1 25X1 25X1 25X1 25X1
•	parts such as landing flaps, allerons, etc., were delivered by the manufacturing plants to the supply depots with the remark "Preserved for a period of six months".	25X1
		20/(1
٥	Particularly strict regulations are in force for the preservation of aircraft armament. the installation and maintenance of weapons that the first measure prescribed is the removal of protective greases and the subsequent application of oils or greases. Storage tags for weapons have not as yet been obtained.	25X1
٥	Preservative procedures are laid down by the construction departments of the manufacturing plants with detailed information on the protective agents to be applied and the rules to be followed after removal of the protective greases prior to reactivation of the aircraft. In this respect Soviet plants follow the general instructions issued by the TSAGI and VIAH Institutes in coordination with the Hinistry of the Aircraft Industry.	
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9. The pertinent information available presents the following over-all picture: Aircraft production plans are drawn up by the Air Armment dinistry in accordance with domains put forth by the Soviet Air Force. The fligh Command of the air force decides on the number of aircraft to be delivered to front line formations or reserve pools. The aircraft storage depots are essigned to the High Command, which thus is responsible for the storage and preservation of the equipment concerned. The Hinistry of the Aircraft Industry is responsible only for the acceptance of the equipment according to orders given to that industry. It has organized for thin purpose special acceptance commissions attached to individual plants. These commissions are also responsible for the appropriate packing and preservation of the shipped equipment, a responsibility noted on the control slips sent along with the spare parts concerned.

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